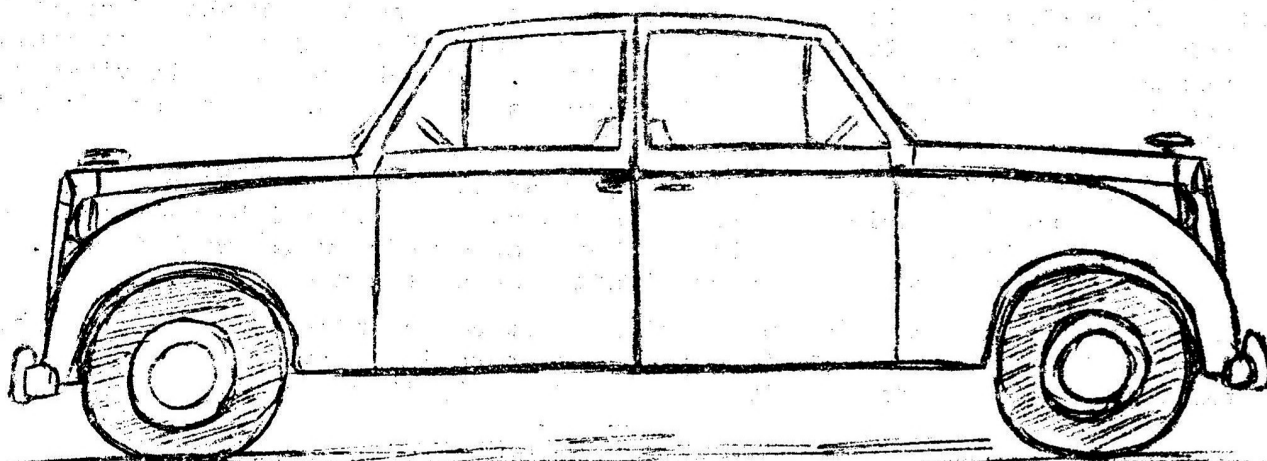


# FLOWER ~ POWER

MAGAZINE OF THE  
TRIUMPH MAYFLOWER  
CLUB.

ISSUE No 11

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WHERE ARE WE GOING? (See Ed's Piece)

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## Ed's Piece

This issue our cover poses a question which has been exercising your Committee for some time, perhaps not as an official agenda item but over the odd pint at various gatherings. That question is 'Where are we going?'. Although our latest member is number 184, the total number of paid up subs. as of now is only 104. Thus we have, in effect, lost 80 members since the Club started some 2½ years ago. What we do not know is why we have lost them. Most do not even bother to resign, they just cease paying the sub. Obviously we are bound to have a turnover of members...interests change, people will sell their 'Flowers and try something else, feel that they do not get what they want from the Club, some may just need to save the money (times is 'ard...explanation for our overseas members), and so on.

So what should we do? Although the Mayflower is a grand wee bus and quite unique in its own peculiar yet charming way it is perhaps difficult to sustain interest in a model produced for only three years with the last one not very different from the first. This is one reason why the Committee try to get you to treat the Club as a club and not just a source of spares and information, although this latter is a prime objective as a means of preserving the model. Still, there is a regular hard core of members who attend the rallies and meets, so perhaps we should not be dismayed that more do not come. It is their loss, and as in the main events are self supporting we need not feel that we are hogging the funds. Funds of course are another matter...are sub. rates high enough or should they be increased? If they were you might get a glossy cover on your mag. but I do not think that is really what it is all about. It would raise the amount of capital available to invest in spares, and allow a bit of leeway so that we could consider a better service in some respects. I think they will inevitably have to rise a little to offset rising costs of postage, paper and suchlike things.

Even so, at 100 members we are only just about viable as a Club. We cannot consider such fripperies as Club ties and cufflinks, lapel badges etc. except at a price which it seems unlikely that most members would wish to pay. We cannot give much away to members without asking for more money.

These are all things for you to think about before next AGM, which is not so very far away. We want to keep the membership happy, because without the membership we have no club - the membership IS the club.

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This issue we have done rather better with contributions, to the extent where some have had to be held over. To all my sincere thanks...this is what a Club magazine is all about. I hope contributors will excuse me not acknowledging each one, this is a matter of postage and time (mostly the latter).

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We were most honoured to be awarded the Chairman's Cup for 1977 at the National Rally at Sudeley Castle. This is given 'for services to the Club during the previous year'. I trust that all of you who have helped with the Magazine in the past year, whether it be by way of contribution, in the printing, binding, packing or posting, will consider yourselves as sharing in the accolade.

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We ran the risk of being embarrassed this time by being provided with TWO forms of lubrication chart, one a Triumph issue and one an updated and reduced Castrol one (to whom all thanks for permission to reproduce). Then we noticed that they were respectively LHD and RHD, so we are sending the LHD version to overseas members and the RHD to home members. If you want one of the other sort, or extra copies, send SAE to Derek Goodyear saying what you want. Mr. Packer of Watford organised the Castrol one but unfortunately I've mislaid who sent us the other. Sorry...hope to redress next issue!

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RBB

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